John Pungo,
John Pungo,
John Dinotoe,
Edward Mills,
James Lucas,
James Chashicht,
John Smith,
Wm. Baoth,
Thos. Keys,
Patrick Sampson,
W. H. Hayman,
Churles McCaoe,
Wm. Hayman,
Lack Elinger,
Victor Meyer,
Labert Thomas,
Thos. B-ering,
Wm. Smith,
Richard Taylor,
George Smith,
M. Anderson,
M. Anderson,
Wm. Kells,

James Ryan,
George Parker,
Rath South,
John C. Elley,
Frederics Haby,
O. J. Nelson,
K. Thompson,
C. Cornelins,
Henry Jacoba,
W. Worthington,
Jas. MeGrath,
John Handley,
T. Cunningham,
Wm. Hay,
Parick Grady,
John Mander,
Michael Garth,
John Mander,
Machael Carmody,
Thos. Booth,
Jas. MeGalister,
Mr. Christeaum,
M. Gulk,
Mr. Christeaum,
M. Greeken,
M. Greeken,
M. Garth,
John Medach,
John Walam,
John W. Douller,
John W. Gohn R. John Leaver,
John M. Sullivan,
John Walam,
John R. John M. Garther,
John M. Sullivan,
John M. Sullivan,
John M. Sullivan,
John M. Sullivan,
John R. John

Lady Head. About one-half of the steer-age passengers were lost. As all the books were

Hook, with wird southwest and high westerly

swell and falling barometer, the ship steaming

swell and falling barometer, the ship steaming only eight knots per hour. Considered the risk too great to push on, as we might find ourselves, in the event of a gale, shut out from any port of supply, and so decided to bear up for Halifax. At 1 P. M. 31st Sambro Island was distant 170 miles; ship's speed varying from 8 to 12 knots per hour; wind south with rain, which veered to westward at 8 P. M., with clear weather.

COMMUNICATION WITH THE OUTLYING ROCK,

about forty yards distant, by means of a line, got four other lines to the rock along which about two hundred people passed. Between the rock and the shore was a passage one hundred yards wide. A rope was successfully got to the land, though many were drowned in the attempt.

not to the land, though many were drowned in the attempt.

At 5 A. M the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr Brady, the third officer, the islanders were aroused, and by 6 A. M. three larger boats came to our assistance. By their efforts all that remained on the side of the sinp and on the rock were landed in safety and cared for by a poor fisherman named Cluncy and his daughter. During the day the survivors, to the number of 4%, were drafted off to the

lost their names could not be obtained.

LANDING THE SURVIVORS AT HALIFAX

ed Brenan,

Nenson, P. Thomson, Hansen,

VOL. XL ---- NO. 181.

THE AWFUL SHIPWRECK

Full Details of the Terrible Disaster.

CAPTAIN WILLIAMS'S STATEMENT.

Great Excitement in the City Over the News.

LISTS OF THE LOST AND SAVED.

Thrilling Accounts of the Disaster by the Survivors.

HALLEAK, April 2 .- Early this morning the Dominion Government steamer Lady Head, Capt. Mattson, the Cunard steamer Delta, Capt. Shaw and the steam tug Goliah, Capt. Jones, left the city for the scene of the wreck of the White Star steamer Atlantic at Prospect to render such assistance as they could. The Lady Head had on board a number of Custom House officers, and the Delta's party included several newspaper reporters. The start was made about 3 o'clock so that the steamers might reach the scene immediately after daylight. As the morning broke the steamers approached Prospect and those on board quickly learned the whereabouts of the ill-fated Atlantic from the presence around her of a large fleet of fishing schooners and small be disposed to give a wide berth to if possible, the shore being a succession of large beds of rock with dangerous sheals running out some distance, while the bay is studded with innumerable islands, large and small, all of solid rock, with scarcely a sign of vegetation or soil or anything to grow on.
THE BUSINESS OF THE VESSELS

was to get on board the passengers and others who had been rescued from the wreck and put on shore, where, with such a large number, such a small place, not even the large hearted generosity and kindness of the ashermen could be expected to make them comfortable. The Deita and the Lady Head being unable to venture near the shore came to anchor, and the Goliah, with a life boat, went in to embark the Goliah and the boats soon returned, filled with men, who proceeded to get on board the Delta. And such a motley party! Faistaff's ragged regiment were well attired and respectable-lookregiment were well attired and respectable-looking compared to these English, Irish, Scotch, Welsh, German, Lutch, Nerwegian, Swedes, Swiss-indeed, representatives of every country in Europe and of the United States of America, were middled together tasking, laughing, crying, praying, and thankegiving, producing

A CONFUSION OF TONGUES

A CONFISION OF TONGUES
of the most confused character. Searcely onehalf of them had a complete and respectable
looking suit of clothes. The wealthy merchant
of Loodon and New York, the high-toned professional gentleman and the lowest of the foreignemigrants appeared in clothing, much of
which had been given to them by the good peotie of Prospect. Some were without coats,
many without hat-sothers without boots, and all
had to mourn the absence of some comfort in
the clothing line. Expensive broadcloth blended
with the rough guerniesy lacket on the one person. Here was an aristocratic looking man
sinving to make himself at home under a dilapmated looking excreat that had probably done
duty in days of yore on the back of more than
one hardy isserman of the place, while at the
same time be made desperate efforts to get on
his benum ed hands a pair of lavender kid
gloves. He had a preference for kid as a rule,
ho doubt, but at that particular moment he was
gazing enviously on a hait-frightened-to-death
Dutshman who were a pair of woolen mitts,
which did great credit to the skill and sense of
the fisherman's daughter who had given them which did great credit to the skill and sense of the fisherman's daughter who had given them to him. All were warmly welcomed on board the belta by Capt. Thaw and his officers, who spared no pains to make them as comforable as possible. The Goliah returned to the shore, and was soon back again with just such a crowd as the previous one. There were several

as the previous one. There were several

AFFECTING SCENES
on the Delta, as the passengers were collecting in her from the different points where they had been stopping. Friends, who had separated from each other after the Atlantic struck and never expected to meet again in this world, were brought face to face in the Delta's caoin, where they grasped bands and wept for joy, and returned thanks to Him whose mercy had spared them, while so many of their fellows had been lost. By 12 o'clock all those who had reached the snore safely were, excepting an officer and four men who remained and those who waked inland, taken on board the the steamers Delta and Lady Head, the former having about 130, and the latter 73. A calculation was then made by Capt. Williams showing that the loss of life, though immense, was not so large as had been reported. The Atlantic had on board 33 cabin passengers, \$20 strage passengers, and a crew officers included of 143 men; Total, 166 souls; leaving the number lost, 546. This may not be precisely correct, but Is nearly so.

The List of Passengers.

The names of the cabin passengers, obtained the agents of the White Star Line in Lon-

John V. Price,	N. Brandt,	H. A. Kruger,
S.W. Vick,	Alb't, sumner,	Spencer Jones,
H. M. Weilington	a, W. Gargener,	James Brown,
F. D. Markwall,	P. Hirsen,	B. B. Richanord,
Charles W. Allen	A. Juda,	Jonn Brindle,
L. Levinson,	Mr. Hewitt,	Mr. Carnacks,
W. H. Merritt,	Mary R. Merritt,	C. M. Fisher,
Mrs. Merritt,	W. J. Sheat,	Mrs. C. M. Fisher
W. H. Sheat,	Mrs. Sheat,	Rose Sheat,
Annie Serymser,	Mrs. Davidson,	Miss D. vidson,
Miss Hawdon,	Mas Brodie,	Agues Barser.

The names of the cabin passengers lost are

The names of the cabin bassengers lost are:
Cyrus M. Fisher, counsellor of law, of Vermont, and
his wife.
Miss Brodle and Miss Harser, both of Chicago.
J. H. Price, of the his analy. New York.
Mr. Krugers, of 5 review, e place, New York.
Albert Summer, of San Francisco.
Henry T. Hewitt, of W. J. Best & Co., 448 Broome
a real, New York.
Mr. Merritt and wife, of New York.
Mrs. Davidson and daughter, of London.
Mr. Streat, wife, son, and daughter, of New York.
The cabin passengers saved are:

The cabin passengers saved are: The cabin passengers saved are:
Freeman D. Marchwald, of Thompson, Langdon &
J. 3d Broadway, New York.
J. Wylck, or vick & Melone, Wilmington, N. C.
J. Spencer Jones of New Kose, Freiand.
Lewis Levinson of London.
U. Gardner of London.
Charles W. Allan of London.
Heary Hirzel of Switzerand.
Simoon Camachio of New York.
B. B. Richmon of Detroit.
Adolphus Jugia, glove desier of 787 Broadway, New
Ork.

ors.
William John Brindley of Burslem, England.
Daniel Kinnne of Springfield, Ohlo.
Joines Brown of Manchester.
Nicholas Brandt of New York.

THE LOST AND SAVED OF THE OFFICERS AND CHEW. The following are the officers saved :

James A. Williams, Captain. John Brown, 4th Officer J. W. Firth, Calef Officer. — Cuppaige, Surgeon. Cornelius Brady, 3d Officer. The second officer, Henry Metcalf, is among the lost; also Ambrese Worthington, purser,

and Hugh Christ	tie, chief stewar	d. The follow
ing is a list of th	e crew saved :	
Charles Dudley, Samuel May, John Monagnan, John Cosgrove, Daniel McNichel,	Henry Newton, Whitam Griffth, Pat's Matthews, Robert H. W. Iser, J. Freuerickson, Whita n. lugies, John Cummins, James Dunn, John Divine, Daniel Lane,	George Sanders, Irving Stuitaford, Arthur Widning, Affred Lower, John Simp on, B. Acton, Water Donnelly, Win. Patterson, Robert Irving, Klobi, McFarlane,
Walter Campoell, David Horn, Fatrick Evans,	Daniel Mahony, John Kelly,	John Ryder, Wintam Hannar,
Peter Burns, John Murphy,	Owen Fostler, Wm. sunderland, John Sheriuan,	Robert Payne, Thomas Wilson,
James Consolly,	D. Davidson, Joh. Speakman.	Aiex. Lindsay, George Angerson Patrick Evans.

James McMullen, P. Tapman, Frank Moffat. Total, 60. A few others went to the city by land. Probably one-half of the crew were lost.

STEERAGE PASSENGERS SAVED. The names of the steerage passengers saved

Govern Wood, Alliarte Giovani, Chr. M. Pederson, Charles Johnson, Patrick O'Connor, assistance. The chief officer having got up the THE BEA CUT OFF HIS RETREAT.

He stood for six hours by a woman who had been placed in the rigging. The sea was too high to attempt his reacue. At 3 P. M. a clergyman, the Kev. Mr. Ancient, succeeded in getting him a line and getting him off. Many of the passengers, saloon and steerage, died in the rigging from cold. Among the number was the purser of the ship. Before the boats went out I placed two ladies in the life boat, but finding the boat uscless carried them to the main rigging, where I left them and went off to encourage others to go forward on the side of the ship. At this juncture the boilers exploded and the boat rolled over to leeward, the ship at this time being on her beam ends. Finding myself uscless there I went to take the ladies forward, but found them gone, nor did I see them afterward. Many passengers at this time could not be stimulated to any effort to save themselves, but lay in the rigging and

DIED FROM FRIGHT AND EXPOSURE. Centon,
Thomson,
Wm. Wood,
John Wakerham,
John Carlsen,
John Carlsen,
John Carlsen,
John Carlsen,
John Carlsen,
Lunsem,
Johnteon,
John Herkunn,
In Stanciland,
John Merkunn,
In Lucas,
John Berg,
John Levas,
John Kyan,
Orge Parker,
Jill Lizdal and Jon Larver,
John Mann,
Son,
John Mann,
J DIED FROM FRIGHT AND EXPOSURE.

I remained on the side encouraging, helping, and directing until about fitteen were landed. Then, finding that my hands and lers were becoming useless, I left the slip, two other boats being close to and embarked the remainder. On reaching the shore I despatched Mr. Brady, third officer, off to Halifax across the country to telegraph the news of the disaster and to obtain assistance. Mr. Morrow, the Cunard Line Agent, promptly responded, and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for, and forwarded to New York the first opportunity in charge of the first and fourth officers, the third officer and four men being left at the island to care for the dead as they come ashore. Capt. S. Sheridan, diver, has received provisional authority as to the salvage of the cargo and materials. The second officer was lost with No. 30 life boat.

The Chief Officer's Nagrative.

The Chief Officer's Narrative. J. W. Firth, chief officer of the Atlantic, in reply to the reporters questions made a state-

in reply to the reporters questions made a statement in substance as follows:

My watch ended at 12 o'cleck on Monday night. The second and fourth officers took charge and I went to my berth. I was aroused by the shock of the vessel striking. The second officer came down to my room and said the ship was ashore and he was afraid she was gone. I put on a few articles of clothing, got an axe and went on deck to clear the boats. The ship had careened over before I reached the deck. I cleared the two starboard boats. Just then a heavy sea swept the boats away. I was holdine fast to the mizzen mast rigging and now climbed higher for safety. The night was so dark and the spray blew so thickly that we could not see well what was going on around us. I saw men on the rocks but did not know how they got there. All who were alive on board were

IN THE RIGGING.

When daylight came, I counted thirty-two persons in the mizzenmast rigging with me, including one woman. When these saw that there were lines between the ship and the shore, many of them attempted to go forward to the lines, and in doing so were washed overboard ard drowned. Many reached the shore by the aix of the lines, and the fishermen's boats rescued many more. At last, all had either been washed off or rescued except m self, the woman, and a boy. The sea had become so rough that the boats could not venture near us. Soon the boy was washed off, but he swam gallantly and reached one of the boats is safety. I got a firm hold of the woman and secured her in the rigging. I could see the people on shore and in the boats and could hail them, but they were unable to help us.

A CLERGYMAN'S NOBLE ACT. ment in substance as follows:

lost their names could not be obtained.

LANDING THE SURVIVORS AT HALIFAX.

The Delta's passengers, numbering 320, were landed at the Canard wharf late this afternoon. They were mostly men from twenty to twenty-hey years of age. Many were in a pitiable condition, without shoes, feet swollen and bruised, clothes torn and drenched, some with bits of carpet, matting, and blankets around them, and all rietted and sick from exposure all night. On reaching the scene of the disaster it was found that a considerable number more than first named had been picked up and saved; among whom some old and feeble persons who died after being rescued from exhaustion and cold. The Lady Head is bringing seventy-seven more. All who have arrived here have been comfortably victualled and care. or.

It is expected that the divers will be successful in saving goods if the weather proves favorable. The chief officer, though in a perilous position alone on the wreck, was saved. He supported a lady, who was on the rigging with him, until she died. The second officer (Worthington), the purser, and Christie (chief steward) were lost. Capt. Williams is here. It is understood the Government will commence an investigation at once. The agent of the Cunards and others are making arrangements to forward all, who are able to go, to New York by steamer. In the mean time all that is necessary will be done by the citizens land authorities for the comfort of the survivors.

CARING FOR THE SURVIVORS.

The Dissengers were taken care of by the Cunard agents on their arrival here this alternoon. A CLERGYMAN'S NOBLE ACT.

At 2 c'clock in the afternoon, after we had been in the rigging ten hours, the Kev. Mr. Ancient, a Church of England clergyman, whose noble conduct I can never forget while I live, got a crew of four men to row him out to the wreck. He got into the main rigging and procured a line, then advanced as far as he could toward me and threw it to me. I caught it, made it fast around my body and then jumped clear. A sea swept me off the wreck, but Mr. Ancient held fast to the line, pulled me back and got me safe in the boat. I was then so exhausted and benumbed that I was hardly able to do anything for myself, and but for the clergyman's gallant conduct I must have perished soon.

A GHASTLY SPECTACLE.

The woman, after bearing up with remarkable strength under her great trials, had died two hours before Mr. Ancient arrived. Her halt nude body was still fast in the rigging, her cyce protruding, her mouth foaming a territly ghastly spectacle, rendered more ghastly by the contrast with the numerous jeweis which sparkled on her hands. We had to leave her body there, and it is probably there yet. The scene at the wreck was an awful one, such as I hid never before witnessed and hope never to witness again. Comparatively few bodies drifted ashore; most of them, with such articles as came out of the ship, while I was on her, were carried to sea. The passengers were taken care of by the Cunaru agents on their arrival here this alternoon. About one hundred and fitty of them will go by the steamer Chase to Portland to-morr w, the remainder going by the steamer Falmouth to-morrow night if there is room for them. About one hundred bodies have been recovered at Prospect.

About one hundred bodies have been recovered at Prospect.

The agenta here have ordered one hundred coffins to be sent down at once. The company are paying all the expenses. The authorities and the Provincial Legislature have taken measures to relieve passengers that may require it. The steamship company's agents are doing all in their power for the welfare of the passengers.

At the Scene of the Wreck. James McAllister, a native of Glasgow, Scotland, who proved to be a very intelligent Accounts vary concerning the number of lost and saved. The latest news confirms the statement that over seven hundred went down Halifax harbor, having decided to call for coal. with the ship, or were afterward swept off and The 3 o'clock bell rang "all's well," and a quardrowned. The rescued are now reported to be about three hundred men and one child, principy berth in the forward steerage, I heard a pally German emigrants and the crew. As there was no time to save the ship's papers or other documents, the list of the lost cannot be obraily German emigrants and the crew. As there was no time to save the ships papers or other documents, the list of the lost cannot be obtained.

The steamer Delta has just arrived this aftermoon with the survivor from the wreck, and for. She reports that the Atlantic has not broken up, and the cargo, which is large and valuable, is not therefore adrift, with the exception of that on deck, which was very little. Several vessels with diving apparatus had arrived at the wreck, and commenced operations for the removal of dead bodies and the cargo. The sea was still rough, but the wind had gone down, so that they could approach the locality without danger.

The Carlotta's presengers, who got in early yesterday morning, say that the might was very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy, and that they were very dark, rainy and windy and the vessel on immense waves, were carried seaward and seen no more. The bodies recovered will be buried at Prospect village.

The wreck remained in the same position as before reported; how and masts only above water, and see breaking so rough that boats could not approach with safety. She was broken in some places, and a few packages had was hed out and drifted to sea, but the bulk of the cargo appeared to be undisturbed.

Capit. Williams's Account.

We sailed from Liverpool March 20.

During the first part of the passage had favorable weather and easterly winds. On the 24th, 25th, and 28th experienced southwest and west, self-passed of about one hundred passengers into the ship's side, passed of about one hundred passengers into the ship's side, were treated well, and felling beyond th

William Hogan's Story. Wm. Hogan of Waterford tells the following:

I was on deck at 3 o'clock. I heard the sailor on duty call out, "All's well, three o'clock." After hearing the sailor saying, "All's well," I went to the forward steerage and got into bed. About five or ten minutes afterward I heard the watchmen cry out, "Breakers ahead!" and almost instantly heard a tremendous crash, and the air rushed in and blew out the lights. It was my impression that the boiler had bursted. I called up some of the boys that were sleeping near me, and told them to rush on deck, that the boiler had exploded. Some of them refused to go, and said that it mattered little. Thinking the steamer was out at sea that it was just as well to meet death below as on deck. But I and Pat Leahy, my chum, determined to save our lives if possible, and as all was confusion below I cannot tell how we got on deck. The orders were given, as is a common thing in steamships with sailors, that the hatches should be closed, and no one be permitted to ascend the deck. Thinking that our lives were in imminent danger we Wm. Hogan of Waterford tells the following

per hour; wind south with rain, which veered to westward at 8 P. M., with clear weather.

AT MIDNIGHT

I judged the abip to have made 122 miles, which would place her 46 miles south of Sambro, and I then left the deck and went into the chart room, leaving orders about the lookout, and to let me know it they saw anything and call me at 3 A. M., intending then to put the ship's head to the southward and await daylight. My first intimation of the catastrophe was the striking of the ship on Marr's Island and remaining there fast. The sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the weather boats. Hockers wore fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship keeled heavily to port, rendering the starboard boats useless. Seeing that no help could be got from the boats, I got the passengers into the rigging and outside the rails, and encouraged them to go forward where the ship was highest and less exposed to the water. The third officer (Mr. Brady), Quartermasters Owens and Speakman by this time having established.

COMMUNICATION WITH THE OUTLYING ROCK. FORCED THE HATCHES UP.

As soon as we were on deck, we ran to the side of the vessel, and I saw the rock, as I supposed, about three hundred pards distant. I thought at first it was an iceberg we had struck, but immediately afterward the s. ip oegan to heave or plunge, and after three or four plunges settled and the water seemed to be rusning in. Believing that our safety depended on our being on the side of the vessel nearest to land. I rushed to that side and caught hold of the rigging. Then the ship began to turn over gradually on her side. I got on the side of the ship and caught hold of a rope. I then heard a dismal wall, which was learful to listen to. It proceeded from the steerage passengers below, who were then smothering. It did not last more than two minutes, when all was still as death. The Captain then shouted out that

THE LAST CHANCE

was to get on the rigging, and several of them did so. Afterward I heard the first officer shout out that the only charce to those who could swim was to jump overboard and endeavor to reach the rock. One old man held on to life tenaciously, but he seemed to have lost his presence of mind. I helped him to get nearer to the boat when some of the passengers were being rescued. He said that he would give \$100 reward to any man who would save him, but nobody seemed anxious to earn it. I gave him all

the assistance I could under the circumstances, and afterward saw him get into the boat and landed safe on shore. During that time several of the passengers were being taken to the rock, which was, as near as I can ju ge, about thirty feet from the vessel. There were three ropes from the vessel to the rock and one rope from the rock to the island, which I should think was 150 feet distant. The passengers in this manner saved themselves and got on the rock, where they remained about an hour, very few of them venturing to wade ashore with the assistance of the single line to the island.

BESCUING THE PASSENGERS ON THE BOCK.

NEW YORK, THURSDAY, APRIL 3, 1873.

RESCUING THE PASSENGERS ON THE ROCK. RESCUING THE PASSENGERS ON THE ROCK.

At 6 o'clock a small boat or skiff came to our assistance, but the sea was so heavy that they could not rescue any of us either on the rock or ship, which made all of us feel kind of shaky of saving our lives. A quarter of an hour afterward a man on shore wrote on a blackbord, "Cheer up, the boats are coming to your assistance," which elicited hearty cheers from the unfortunate beings who thought that at every minute they would find a watery grave. About half an hour afterwird we saw some men carrying a boat over the rocks on the island, and in a few minutes they launched it, went to the rock, and rescued three boat loads of passengers, or about thirty-six passengers.

While they were rescuing these men from the rock the captain and the passengers on the ship called loudly for the boat to come to the ship and take them of first, as they were in the most imminent danger. The captain called out to the men in the boat to come to the vessel and he would give them

FIVE HUNDRED DOLLARS FOR EVERY BOAT LOAD

FIVE HUNDRED DOLLARS FOR EVERY BOAT LOAD

they would rescue.

The boat then began taking men from the ship and rescued two boat loads. Half an hour afterward another boat came to their assistance and took the persons who were clinging to the rigging on shore. Then a third boat came off with the third officer (Brady) who had succeeded in getting ashore previously by the aid of ropes, and I, with several others, got into this boat and landed in safety. When I left, about eighty persons still remained on the side of the vessel and the rigging. Those remaining when I left seemed quite cool and confident of being rescued. On getting ashore, being wet through to the skin and nearly exhausted from the coid and the long time I had been on the vessel, about seven hours, I immediately crawled, as I could scarcely walk, to the nearest house, where there were a great many persons before me. I was treated, along with the rest, with the greatest care. In about an hour's time, after getting warmed, I went down to the wreck and it was

est care. In about an hour's time, a ter getting warmed, I went down to the wreck and it was A FEARFUL SPECTACLE

to behold. Some were still clinging to the vessel, while others had beer washed upon the beach, which was strewn in all directions with dead bodies. I saw one woman, the one who exerted herself in getting out of the cabin to the rigging; tut as no one could render her any assistance, she froze to death in the rigging; she seemed to be lashed to the rigging; for when I saw her from the shore her body hung downward. Seeing that no more assistance could be rendered. I, with some others, got into a skiff and rowed to a fisherman's house, where the first, third, and sixth engineers were, together with about flitteen others. We took dinner, and afterward thought it best to walk to the city, the accommodation in Prospect being so meagre, as so many people were there from the wreck. We started at 1:30 yesterday afternoon. The roads were in a fearful condition, there being a foot of snow in most places; but as we received refreshments along the road in two places which heiped us, we arrived in the city at 11:15 last night. We saw the Mayor of the city, who directed us to the police station, where we were taken care of in a first-class manner.

The Chief Engineer's Report.

John Foxley, chief engineer, says:

The vessel struck on the rock at 3:15 A. M. on the 1st inst., and commenced to heel over to the port side, the sea breaking over the ship and the vessel filling rapidly. All the female passengers, whe were asleep at the time the ship struck, were prevent d from coming on deck by the seas washing over the ship and filling her. Some of the passengers got into the life boats. The davit falls were cut away to allow the boats to float clear of the davits, in the expectation of getting clear of the vessel by that means, but a sea broke on board and washed a greater portion of the passengers who were in the boats out into the sea. The boats were stove, and those who ventured in them perished. The third officer, Mr. Brady, and two quartermasters swam ashore with a small line, walch enabled a great number of the passengers and crew to get on shore. I got on the rock soon afterward, and also Robert Herring, second, John Hodgsdon, third, William Patterson, fourth, Samuel Davis, sixth, and hobert McFarlin, seventh engineers, and we and others of the crew and passengers assisted many from the vessel to the rock.

BENUMBED BY THE COLD. The Chief Engineer's Report.

A great number of the passencers were drowned while going from the vessel by the rope to the rock. The cold was so interest that some of them being benunbed were unable to hold on to the rope and they hit zo and we were unable to render them any assistance. The rock that we were on was covered with seawed, which made it very dangerous to stand upon, and the edges of the rock were round. All on the rock with ourselves, being soaking wet and cold, were unable to render any assistance to those who were in the greatest of peril. A number of them were washed off the wreck and drowned, and a number who were trying to get from the rock to the island by a like were also washed from it and driwned. We could see people failing from the ship's side and rigging. Three boars which were carried across the island rendered assistance in carrying the passengers and crew from the vessel and rock to the shore. Several persons who became completely exhausted

LAY DOWN ON THE ROCK AND DIED. Some of the passengers became maniaes. They were foaming from the mouth and taiking like children. We were very kindly received and treated by the people on shore. Mr. Ryan, magistrate, and Mr. James Coveley, fisherman, rendered us every assistance. The chief officer, Mr. Frith, who, it is supposed, was drowned, was seen clinging to the rigging, but no assistance could be rendered him. At 11 o'clock the same morning the ship was breaking up, and the cargo was washi, g ashore. Many corpses were washed within reach. We started at 2 o'clock yesterday afternoon for Hallfax, and arrived there at 11 o'clock, where we were well cared for. The first engineer, Thomas Grant I rquhart, belonging to Dumfries, Scotland, was drowned.

Thrilling Incidents.

Thrilling Incidents.

A BOY'S FRANTIC STRUGGLE FOR LIFE. The little fellow, the only child saved from the wreck, ran upon deck with the stream of passengers when the first alarm was given. His parents and other members of his family were still below, and evidently perished when the ship filled and fell over on her side. Hustled about among that struggling mass of excited humanity, the piteous screams of the poor little fellow went to the stoutest heart. He had leaped upon the back of one of the men in hopes of saving himself; but in that fearful crisis, when everybody was intent upon saving themselves, few paid attention to the wails of the boy, and the man upon whose back he was clinging, as if for bare life, made several ineffectual attempts to shake the boy off. The cries of the boy at last attracted the captain, who, perceiving the tenacious manner in which he was struggling for life, called out to the men who were surrounding the lines that led to the rock and safety, to endeavor, if possible, to save the and safety, to endeavor, if possible, to save the boy, and the poor little fellow was immediately passed over the heads of the struggling mass of beings and placed in the boat. Men who were exerting themselves to save their own and other lives wept almost for joy as they saw the braye little lad safely landed on shore. MADNESS AND DEATH.

MADNESS AND DEATH.

Mr. Foxley, the chief engineer, who remained on the rock for several hours assisting the passengers to land from the ship, says it was extremely harrowing to behold the sufferings of the unfortunate creatures, even after they were rescribed. Many of them became insane, frothed at t. mouth, and toppled off the rock into the water, and were drowned, while others were so chilled and exhausted with the cold that they laid down and died. They would wander about, incapable almost of helping themselves, and perisn. Some died after they had been taken to the main land. All the passengers apeak in the highest terms of the gallant conduct of the third officer and the first engineer in particular, who remained on the wreck for hours assisting the passengers to reach the rock.

THE FATE OF TWO LADY PASSENGERS.

Two lady cabin passengers came on deck in the excitement, and were standing near the wheel house. They hesitated a moment as if panic stricken, and returned into the companion way as though looking for something. Then they came out and endeavored to reach the forward part of the ship, where the passengers were sent ashore on the lines. At that moment a huge wave swept over the ship's quarter. The men clinging to the rigging heard two heartending shrieks, and when they looked again the women had disappeared. These are only a few of the THE PATE OF TWO LADY PASSENGERS.

TERRIBLE INCIDENTS

With that we got up and dressed. The companion way was thronged with the lower steerage ion way was thronged with the lower steerage passengers. Seeing that the sea was commencing to break over the ship, and lower down the companion way. I got as many as presible to take to the bunks and hold on by the iron stanchions. There we remained until after daybreak. The ship had fallen over and the steerage was full of water. One side only being out of it. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours and then went to the shore by the "life line." When I left the ship there were still a great many in the rigging.

The Scene of the Wreck. Halifax is 120 miles to the westward of Cape Canso, and 113 miles east of Cape Sable. It has a large and safe harbor, whose entrance is between Chebucto Head and Sambro Island on the west, and Devil's and McNab Islands on the east. Sambro is a small and rocky island surrounded by rocks and shoals, bearing the genrounded by rocks and shoals, bearing the general name of Sambro ledges, through and among which are deep water passages, but too intricate for a stranger to attempt. To avoid these it is necessary to give the island a berth of at least three miles.

The accompanying map shows at a glance the topography of the coast on which the Atlantic foundered, and explains the position of the vessel at the time of the catastrophe, as well as the bearings of the various points on the coast in any way onnected with the story of the wreck.



Meagher's Head, which lies about midway between Prospect Head and Sambro Case, is a binff promontory rising fully seventy feet from the level of the water, and finaked on all sides by rocks of smaller size. The distance between Prospect Head and Sambro Island (which lies just off the cape) is ten miles, and at each point there is a fixed white light, that on Sambro Island being visible (according to mariners' charts) twenty or twenty-one niles.

A gentleman connected with the Williams & Guion line, with whom a Sur reporter conversed yesterday, kindly snowed him the charts and directions furnished each master of a vessel by the company, and at the same time explained the manner in which the disaster to the Atlantic probably occurred. He said that the lights on Frespect Head and Sambre Island, being both fixed and both white, probably misled Capt. Williams. When the ship struck she was heading north-northwest, according to the story told by Third Officer Brady. If she was steering according to the rules laid down by the company, this course would bring her head-on to Prospect Head, and the light at this point was probably the one first sighted. Being a white, fixed light, similar in many ways to that known as Sambro Island light, it is natural to suppose that Capt. Williams reistook it for the latter, and following course would have taken him clear of Sac Island and other obstructions near at band into the open harbor, where the channel is where less than half a mile broad nor under fathoms deep. But mistaking Prospect light for Sambro Island, he ordered the ch of course, and probably went below, that that his vessel would soon ride at ease is spacious harbor.

CAPTAIN WILLIAMS'S ERROR.

CAPTAIN WILLIAMS'S ERROR.

The result proved how fearful was his error. Instead of signting the light on Sambro Island, he had sighted the Prospect Head light, and when he changed his course to the eastward, he run his good ship full against the treacherous rocks, which destroyed her.

By drawing a line on the map, parallel with that marked as the course of the vessel, but pointing to Sambro Island instead of Prospect Point, the reader will be enabled to understand the course which the Atlantic should have steered.

At the eastern entrance to the harbor lie McNab and Devil's Islands, on the latter of which is a fixed red light. Some persons think that Capt. Williams mistook Devil's Island light for Sambro light, but this is obviously impossible, since one is red and the other white. Resides, this Devil's Island light is visible only eight miles. Then, agrain, vessels from the eastward almost invariably steer the course which Capt. Williams was on, as it is considered not only the safest but the shortest. Vessels entering Halifax always take pilots at Sambro Island, but the charts say nothing of pilots at Levil's Island, and without a pilot the entrance to the harbor is peculiarly dangerous.

How the News was Received to the City. The story of the loss of the Atlantic with more than seven hundred lives, was received in this city yesterday morning. Around the newspaper bulletin boards groups were constantly collecting and retiring, watching anxlously for even a glimpse of cheering intelligence-for even the shadow of a hope that the catastrophe might not be, after all, so terrible as

at first reported. But as the hours sped on the sad tidings were fully confirmed. The news received proved only too surely that the first reports fell somewhat short of the awful reality. In the offices of merchants, on 'Change, in the street cars, and even in Wali street, where delying for the dollar has somewhat dulled the sensibilities of men, the barrowing story was in every mouth. Men recalled the sinking of the Arctic off New Foundland's rock-bound coast, the loss of the Pomona, Royal George, and Aus tria in 1858 and 1859, the sinking of the Northfleet with her human cargo, and speculate i vaguely upon the fate of the City of Glasgow and the City of Boston, neither of which was ever heard of after they sailed. Throughout the city those who had friends on board went about hopelessly asking questions, and seeking for comfort from those who could answer no questions and had no hope to impart.

MOURNING FOR LOST PRIENDS. A Sun reporter was in conversation with a policeman near Morris street when three women asked the officer where the company's office was. He directed them and inquired whether they had friends on board the Atlantic. "My poor old father is among the lost," said one; another replied, "My sister is drowned, too," and the third sobbed, "My only child was on the ship. I've worked night and day to earn the money to pay her passage, and for ten nights I've hardly closed my eyes for joy at the thought that I should have her in my arms so soon. Oh, is it all true? Do you believe she is dead?" The sight of this woman affected the bystanders to

tears. ceived:

The steamer Delta, which was despatched to the accue of the disaster to the Atlantic. has not yet returned to Halifax, and tarer is no later information from the wreck than that contained in the despatched furnished last night. The Delta is expected here this afternoon.

Another telegram at 12:45 said :

Nothing in shape of documents saved from steamer Atlantic. Will got a list of passengers of possible, on the return of the steamer Delta. There was a meeting in the afternoon of the steamship company's agents, of Lloyd's agents,

wise ready for instant departure, such tools and appliances as will be required. Capt. Merritt and the divers started for Halifax by rail and water in the afternoon. At 6 o'clock last evening no despatches had been received.

At the rooms of the New York Merchants' Exchange and News Association the bulletins were eagerly watched during the day, and the telegraph operators were incessantly questioned for the latest news from the wreek, and whether the City of Montreal had been signalled from Sandy Hook. When the office closed at 6 o'clock the City of Montreal had not been announced, but at a later hour she arrived all safe.

At the hotels last evening there was much discussion as to the causes of the disaster, but as each individual had his own pet theory tyey probably effected but little good. At the telegraph offices the inquiries for later particulars came thick and fast. Mr. Dennis, the chief operator at the Fifth Avenue Hotel, said that over five hundred persons had applied to him for information, which he was unable to give. Most of them were mainly anxious to see a list of the survivors. One young gentleman said that he had two sisters on board the Atlantic, one of whom was married exactly a year ago yesterday. She with her husband and the other sister had been in Europe for a year.

The Scene at the Company's Office.

The office of the White Star Line was

The office of the White Star Line was besieged yesterday morning at an hour when lower Broadway is usually as still as a country village. A crowd of silent and anxious men waited in the street and on the steps to learn if their relatives and friends had been among the

A despatch was also sent to a wrecking company at Halifax, instructing them to send a vessel at once to the scene of the wreck to save what could be found of the cargo. The Govern-ment steamer Lady Head and the Cunard ateamer Delta started for Cape Prospect on the previous day to bring those of the passengers who had been saved to Halifax.

WAITING FOR THE NAMES.

All day long yesterday the news of the return of the Lady Head and Delta was anxiously awaited. Most of those who inquired at the office were Irish of the laboring class. The scene was sad and quiet. With one exception, in the afternoon, there were no unruly demonstrations. Then one man, who said he had a brother on board, but declined to give his name, broke out in an angre acclamation against the com-

attornoon, there were no utraity demonstrations. Then one man, who said he had a brother on board, but declined to give his name, broke out in an angry exclamation against the company and the officers of the lost vessel. A plainly but neatly attired woman, named Ranahan, wept as she inquired about her daughter. Ellen Ranahan, acred 17, of Nenan, Ircland. Ellen was surely on board, she said, for a letter had been received from her saying she could take passage on the Atlantic. The clerks would offer the poor woman no consolation, but repeated the assurance that the list of survivors would be published as soon as it arrrived from Halifax.

A PRETIT GIRL SCHEED BUTTERLY as she asked about her sister, Rachel McIlwain, of Plymouth, England. Another caller was Mes. Mary McDermott, matron at the Fifth Avenue Hotel, who said she had a husband and two children on board the ill-fated steamer. The brother of Patrick Coughlin of Westmeath, Ireland, leaned his head on the counter and cried. He would not be comforted. The slenner chance that the husband or brother or child might be among the survivors seemed to afford but little comfort to the sorrowing throng. Most of them had paid from their little sayings for the passage hither of some loved relative whom for years they had longed to see. Since the day the expected meeting. From the granite bulwarks of the Battery they had scanned the broad waters of the bay for a signit of the noble ship. Vesterday's news was too much for them,

warks of the Hattery they had scanned the broad waters of the hay for a sight of the noble ship. Yesterday's news was too much for them, and the scene of sorrow in the White Star office was such as is seldom witnessed.

Among the callers was a young man in mechanic's attire, but of notably intelligent appearance. "Any news from the Atlantic?" he asked in a tremulous voice. "No," was the reply.

"FOR. GOD'S SAKE CAN'T YOU."

asked in a tremulous voice. "No," was the reply.

"FOR GOD'S SAKE CAN'T YOU TELL ME SOMETHING?"
he cried. "I had a mother and a sister on board that vessel. Were no women saved? Oh me, oh me."

Mr. Gartner, the passenger agent, moved about pale and reserved. He assured the SUN reporter that notwithstanding the telegrams of the previous evening, the Atlanic must have had plenty of coal. "Our vessels," he continued, "are all provided with enough coal to last for thirteen or fourteen days. They usually make the trip in about nine days, and arrive here sometimes with their bunkers nearly half full. As for trying to save coal, you do not suppose that any company would be so foolishly economical as to take too little coal at \$5 or \$10 a ton, and run the risk of having their vessel not arrive in time, or perhaps of losing her, it is true that owing to the heavy weather which has prevailed since the Atlantic left Liverpool, she may have had to use an unusual amount of coal, and might thereby have got out of fuel. It is foolish to suggest that we would carry less coal in order to carry more passengers. We don't put the passengers in the bunkers.

Reporter—Who was responsible for the course of the vessel?

Mr. Gartner—The officer on watch. The captain, or whoever it may have been.

THE CAPTAIN OF THE ATLANTIC. Reporter-Is Captain Williams an experienced

Mr. Gartner-Captain Williams came to us Mr. Gartner-Captain Wilmans can be to us with excellent testimonials from the Guion line. He is an excellent officer. It has been suggested by a visitor that he may have been intoxicated at the time of the wreek. There can be no truth in that, for I have sailed with him several times, and have never known him to touch a glass of liquor. Reporter-What kind of a vessel was the At-

THE ATLANTIC.

Mr. G. rtner—The Atlantic was a new steamer, built two years ago, and valued by us. together with her cargo on this voyage, at about \$890,000. Her dimensions are \$20 feet in length; beam, 40 feet; depth of hold, 33 feet; draught of water, 23 feet; tonnage, 3.725. She was steered by steam. A man standing on the bridge moves a lever; and by regulating the movement according to the points on the dial over which it passes, the vessel glides to the right or left, or maintains a steady course. The Atlantic had eleven boilers and four cylinders, the engines being registered 3.000 horse-power. I am, or opinion, however, that the vessel was not under steam when she struck.

that the vessel was not under steam when she struck.

Mr. Gartner said that as soon as information arrived it would be promptly furnished to the public. At a late hour in the day he received a despatch tating that the Delta was still outside, and on account of the tide could not get up to Halifax this evening. The survivors on board the Delta could not therefore be landed. This announcement was received with evident surprise and pain by the multitude of inquirers, who slowly pain by the multitude of inquirers, who and reluctantly retired.

and reluctantly retired.

THOSE WHO HAVE FRIENDS.

Among the persons asked for were the following: Mr. John H. Price, lawyer, of 161 Bronsiway, known to have been a cabin possenger on the Atlantic. Mr. Price resided near Mount Vernon. Westchester county, and was connected with Mr. Wm. M. Tweed and Cornelins Corson in establishing the National Bank of Eastchester, at Mount Vernon. He went to Europe for his health, and, at the time of his departure, prayers were offered up for his afe journey in the Episcopal Church at Mount Vernon. On the 20th ult. he sent a cable despatch announcing that he was to leave Liverpool that day in the Atlantic. He had in his charge a Miss Brodie and another lady.

Wm. Taylor, of Newark, who formerly carried win. Taylor, of Newark, who formerly carried on a guitta percha manufactory in that city, has been absent about three months in Europe. He was expected on the Atlantic. John Brindley, financial agent of Willets & Co., 4 Barclay street, is said to have been among the calon passen sers.

44 Barclay street, is said to have been among the cabin passengers.

Patrick Fogerty, of this city, had a sister and her two children on board.

Theodore Saur was expected with three children, Hubert, Theodore, and Clara.

John Maloney of New York city, who had been on a visit to ireland, was on the Atlantic.

The following persons were also mentioned as being expected on the Atlantic. Husband and three children of Mary McDermott, head laundress at the Fifth Avenue Hotel; Elien Heaslan.

only a vest on. He clung to the ship's side as long as he was able, and finally rolled off into the sea frozen to doath.

Another Account.

A steerage passenger says: I turned my berth about eleven o'clock on Monday night. The night was dark but starlight, and the weather fine. I knew the ship was going irto Halifax for coal. The last I remembered was that two bells (I o'clock) struck. I then went to sleep and I woke up with a shock and remarked to my mate, "There goes the anchor." I thought, of course, we were safe in Halifax harbor, but as soon as she made a second plunge I said, "Good God, she's ashore!" With that we got up and dressed. The compan
and agents from the Board of Underwriters, who forms the New York is position from the New York is position from the New York is going into the scene of the disaster. Telegrams were sent to Halifax to ascertain the ship's exact condition. The agents of these different interests have so little faith in the despatches received on Tuesday night concerning the ship's position and condition, that they refuse to be guided by them in their preparations to relieve her, and they will

WAIT FOR POSITIVE INFORMATION before putting on board a ship, which is otherwise ready for instant departure, such tools and appliances as will be required. Capt. Merritt wise ready for instant departure, such tools and appliances as will be required. Capt. Merritt will be required. Capt. Merritt will be required. Capt. Merritt and the divers started for Halifax by rail.

PRICE TWO CENTS.

Michael Filzgerald.

The GUION LINE AND CAPT. WILLIAMS.

Capt. Williams was one of the oldest officers in the Atlantic service. He was an Englishman, and has followed the sea from boyhood. There having been various rumors affoat relative to the reason for Capt. Williams leaving the service of the Guion Company, a sun reporter visited the office of that line. Mr. Cartis, the manager of the nect office, said that while in Europe in 1871 he heard painful rumors regarding the seamanhip and nautical ability of Capt. Williams, but being a friend of his he did not care to prosecute his inquiries further. On his return he was not astonished to find that Capt. Williams had been supeseded. It has been stated, on the contrary, that a difference of opinion in relation to something else besides Capt. Williams is character or nautical ability led to his resignation. While in the employ of Williams & Guion he commanded successively the Manhattan, Nevada. Colorado, and Wisconsin, and the managers of the White Star Line have always regarded him as a most efficient and able officer.

An officer of an English steamer now in port, laving stated that the Atlantic was sent out with only 700 tons of coal, a Sun reporter questioned Mr. Sparks on the subject. Mr. Sparks said that on every previous occasion there had been a surplus of coal on board, and he was unable to understand how the supply on this occasion ran short.

An attempt will be made to raise the bodies sion ran short.

An attempt will be made to raise the bodies and the cargo.

The New Yorkers in the Atlantic.

So far as known there were seven resi-dents of New York among the saloon passentheir relatives and friends had been among the hundreds who went down with the fated Atlantic. Mr. J. S. Gartner, passenger agent of the company, could give them no information further than what had already appeared in The Sun. Mr. Sparks, the city manager, had forwarded a despatch to S. Cunard & Co., the authorized agent of the line in Halifax, requesting them to keep him fully advised and telegraph him the names of any passengers which could be obtained. Yesterday morning Mr. Sparks sent the following despatch:

New York, April 2-8:21 A. M. S. Cunard & Co., Everyping is left to your good judgment. Do all possible to relieve the saved.

A despatch was also sent to a wrecking company at Halifax, instructing them to send a vealure of the father than the had secured passage in the Atlantic, She was not without a faint hope that he might be among the rescence. gers in the ill-fated steamer. One of these,

She was not without a faint hope that he might be among the rescued.

A BRIDAL PARTY is reported to be among the lost. The bridegroom was Mr. W. Merritt. He was married to Miss Serymser of West Forty-filth street, in July last, and started to Europe on his bridat top. A few months ago the newly wedded couple wrote to Miss Merritt, the bridegroom's sister, and Miss Annie Serymser, the young wife's sister, to join them in Paris. They were expected back here to-day, Mr. Merritts family having received word from them that they wore all under thirty years of age. Mrs. Merritt and her sister have relatives in Brooklyn and also in Elizabeth, N. J., Mr. Merritt had made arrangements to open a store on his arrival.

The other New Yorkers who came in the Atlantic included Mr. H. A. Kruger, a merchant, and Mr. John H. Price, a lawyer, of 151 Broadway. The latter had his home in Mount Vernou, Westenester county. Letters were recently received from him to the effect that he had engaged passage on the steamer for himself and two ladics one a Mrs. Brodies) who were returning in his charge. Mr. Price was one of the incorporators of the National Bank of East Chester.

Why they Sail Short of Coal. was ascertained in shipping circles, resterday, that the practice of running steamers yesterday, that the practice of running steamers between Liverpool and New York with a short allowance of coal is a very common one. There are two reasons for its being in tavor with the foreign steamship companies, both of which are mercenary. One is that considerable expense is saved on the passage here by having the vessels recoal at Halinax, where the price of coal is much cheaper than in England. Another is that the space which a full supply of fuel would fill is wanted for freight.

Boston, April 2.-In Boston, as elsewhere, the appalling disaster to the Atlantic

The Feeling in London.

LONDON, April 2.- The announcement of the wreck of the steamship Atlantic, and the appalling loss of life caused thereby, creates a profound sensation in this city and at Liverpool. The disaster is the universal topic of conversa-tion. The offices of the agents in both cities have been througed all the morping with pro-ple—friends of the passengers on the ill-fated steamship—all anxiously inquiring for the names of the survivors. The Information sought has not yet been received from the United States, and meanwhile a feeling of most painful anxiety prevails.

A BURGLAR SHOT.

A Midnight Encounter in the Garret of a Twenty-nigth Street Tenement Proof that a Young Man's Pistol did its Duty.

Near one o'clock yesterday morning the inmates of 51 West Twenty-ninth street were startled by pistol shots in the upper part of that house. An examination showed that the scuttle on the roof over one of the rear rooms had been forced, and that some one had effected an entrance, but having awakened the occupant of the room in doing so the burglar had hastily retreated. The house is a three-story brick, with a basement, and adjoins another residence of the same dimensions. On both sides of this building are other houses five stories high,

with a basement, and adjoins another residence of the same dimensions. On both sides of this building are other houses five stories high, which are separated from these two houses by a passage way fitteen feet in width. In the rear of these two houses are the sheds of Mr. Herman T. Winter's coal yard, which fronts on Sixth av. The roof to these sheds is but a short distance below the roof of 49 and 51 West Twenty-ninth street. Back of the coal yard is the rear entrance to several tenements fronting on Sixth avenue. No. 51 West Iwenty-ninth street is occupied by Mrs. Anna Cowan, who rents the rooms on the first floor to Dr. U. G. Hitchcock, and therooms on the first floor to Dr. U. G. Hitchcock, and therooms on the same floor is rented to Miss Murphy. Last evening a Sun reporter called at the house. Mrs. Van Deren, a widow, and her son, David Van Deren, aged 16. A small hall bedroom on the same floor is rented to Miss Murphy. Last evening a Sun reporter called at the house. Mrs. Van Deren tells the following story:

While lying on the lounge in the front room she was awakened about half past 12 by a sound like that of a rat scratching against the door, and she attempted to arouse her young son David, who slept in the rear room. She called to him, saying she thought there was a rat in the room. He replied. "I guess not; I think there is some one on the roof, as I see the scuttle is opening." Mrs. Van Deren was thoroughly frightened, sprang up, and lighting the gas, hastened down the stairs to alarm the house. She awakened Mrs. Cowan and ir. Hitchcock, and just as she was going up the stairs she hea; if the pistol shots. Mrs. Van Deren, Mrs. Cowan, and Dr. Hitchcock then went up stairs and found young David about to go out on the roof, David seemed much excited, and she would not let him go, fearung that he might be shot. She then sent David out for the police, but they did not arrive until fifteen minutes later. Who is the roof is monther called to him. He lay upter to his feet, and arain cred out "Who is there?"

Johnson & Burna's spring opening was the event in the world of fashion yesterday. The disply in every department was unusually fine. The importations of military notably so.

Tony Tucker, a lively Bowery boy, plays an im-